

**Feasible Action (Recommended Activity)**

- 0-Do Nothing
- 1-Debris Removal
- 2-Vegetation Removal
- 3-Flush Sediment
- 4-Channel Stabilization (alignment, paving, excavating etc.)
- 5-Scour Hole Repair
- 6-Embankment Stabilization (RSP, vegetation, etc.)
- 7-Add Wingwall
- 8-Hydrology/Hydraulic Investigation
- 9-Add Energy Disapators
- 10-Add Debris Protection (riser pipe, debris rack, etc.)
- 11-Inspect Roadway
- 12-Joint Sealing/Repair
- 13-Concrete Repair (patching cracks, spalls, & slabs)
- 14-Invert Repair (paving, armoring, coating etc.)
- 15-Culvert Barrel Lining
- 16-Replace a Section
- 17-Replace
- 18-Undertermined
- 19-Other

**Urgency Factors**

- A. Complete Task Immediately
- B. Before Next Rain Season (October 15 – April 15)
- C. Program for next Fiscal Year
- D. May be Deferred Past Next Fiscal Year

RIGID CULVERT BARREL		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Alignment:</b> Minor settlement and isolated misalignments. <b>Joints:</b> Tight, no openings. Minor cracking and spalling at joints. <b>Material:</b> Minor spalling and cracking. Minor scaling of invert.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Alignment:</b> Significant settlement and misalignment throughout. <b>Joints:</b> Joint separation allowing backfill to infiltrate. Significant cracking and spalling at joints. <b>Material:</b> Longitudinal cracks between 0.01 and 0.1 inches in width. Invert spalls up to 0.25 inches. Significant spalling with some exposed reinforcing steel.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 12-Joint Sealing 13-Croncrete Repair 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage, flooding of roadway and/or adjacent properties. <b>Alignment:</b> Poor alignment and major settlement causing ponding of water. <b>Joints:</b> Significant openings, dislocated joints with exposed fill. <b>Material:</b> Longitudinal cracks larger than 0.1 inches in width. Invert scaling larger than 0.5-inches. Major spalling and slabbing with exposed reinforcing steel. Major corrosion of reinforcing steel.	1-Debris Removal 3-Flush Sediment 12-Joint Sealing 13-Croncrete Repair 14-Invert Repair 15-Culvert Barrel Lining 16-Replace a Section 17-Replace Culvert Barrel 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage. <b>Alignment:</b> Culvert has stopped functioning due to alignment problems. <b>Joints:</b> Failed <b>Material:</b> Complete to minor collapse of barrel.	1-Debris Removal 3-Flush Sediment 16-Replace a Section 17-Replace Culvert Barrel 18-Undetermined 19-Other
Urgency Factor: A B C D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

FLEXIBLE CULVERT BARREL (STEEL)		
Condition	Description	Feasible Actions
0	No Deficiencies found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Shape:</b> Good condition. Minor isolated distortions in top half. Minor flattening of invert. Horizontal diameter not greater than 10% of design. <b>Seams and Joints:</b> Tight, no openings. Minor cracking at bolt holes. <b>Material:</b> Superficial rust, minor pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 14-Invert Repair (Paving/Armoring) 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Shape:</b> Significant distortion at isolated locations in top half. Significant flattening of invert. Some kinks present. Horizontal diameter greater than 15% of design. <b>Seams and Joints:</b> Significant cracking at bolt holes. Partial separation at seams. Infiltration of backfill through seams and joints. <b>Material:</b> Scattered heavy rusting and deep pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage. Flooding of roadway and/or adjacent properties. <b>Shape:</b> Major distortions throughout length of pipe. Major kinks and deflections. Flattening of crown and/or invert. Horizontal diameter greater than 20% of design. <b>Seams and Joints:</b> Major cracking at bolt holes. Deflections of seams. Open joints. Infiltration of backfill. <b>Material:</b> Extreme rusting, deep pitting, perforations present.	1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 17-Replace Culvert Barrel 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage. <b>Shape:</b> Partially collapsed or complete collapse of crown. <b>Seams and Joints:</b> Failed <b>Material:</b> Extensive rust and perforations.	17-Replace Culvert Barrel 18-Undetermined 19-Other
Urgency Factor: A B C D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

FLEXIBLE CULVERT BARREL (ALUMINIUM)		
Condition	Description	Feasible Actions
0	No Deficiencies found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Shape:</b> Good condition. Minor isolated distortions in top half. Minor flattening of invert. Horizontal diameter not greater than 10% of design. <b>Seams and Joints:</b> Tight, no openings. Minor cracking at bolt holes. <b>Material:</b> Superficial corrosion, minor pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 14-Invert Repair (Paving/Armoring) 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Shape:</b> Significant distortion at isolated locations in top half. Significant flattening of invert. Some kinks present. Horizontal diameter greater than 15% of design. <b>Seams and Joints:</b> Significant cracking at bolt holes. Partial separation at seams. Infiltration of backfill through seams and joints. <b>Material:</b> Scattered heavy corrosion, deep pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage. Flooding of roadway and/or adjacent properties. <b>Shape:</b> Major distortions throughout length of pipe. Major kinks and deflections. Flattening of crown and/or invert. Horizontal diameter greater than 20% of design. <b>Seams and Joints:</b> Major cracking at bolt holes. Deflections of seams. Open joints. Infiltration of backfill. <b>Material:</b> Extreme corrosion, deep pitting, perforations present.	1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 17-Replace Culvert 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage. <b>Shape:</b> Partially collapsed or complete collapse of crown. <b>Seams and Joints:</b> Failed <b>Material:</b> Extensive corrosion and perforations.	16-Replace Culvert 18-Undetermined 19-Other
Urgency Factor: A B C D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

NO END TREATMENT (RC)		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Alignment:</b> Minor settlement and isolated misalignments. <b>Joints:</b> Tight, no openings. Minor cracking and spalling at joints. <b>Material:</b> Minor spalling and cracking. Minor scaling of invert.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Alignment:</b> Significant settlement and misalignment throughout. <b>Joints:</b> Joint separation allowing backfill to infiltrate. Significant cracking and spalling at joints. <b>Material:</b> Longitudinal cracks between 0.01 and 0.1 inches in width. Invert spalls up to 0.25 inches. Significant spalling with some exposed reinforcing steel.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 12-Joint Sealing 13-Crete Repair 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage, flooding of roadway and/or adjacent properties. <b>Alignment:</b> Poor alignment and major settlement causing ponding of water. <b>Joints:</b> Significant openings, dislocated joints with exposed fill. <b>Material:</b> Longitudinal cracks larger than 0.1 inches in width. Invert scaling larger than 0.5-inches. Major spalling and slabbing with exposed reinforcing steel. Major corrosion of reinforcing steel.	1-Debris Removal 3-Flush Sediment 12-Joint Sealing 13-Crete Repair 14-Invert Repair 15-Culvert Barrel Lining 16-Replace a Section 17-Replace Culvert Barrel 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage. <b>Alignment:</b> Culvert has stopped functioning due to alignment problems. <b>Joints:</b> Failed <b>Material:</b> Complete to minor collapse of barrel.	1-Debris Removal 3-Flush Sediment 16-Replace a Section 17-Replace Culvert Barrel 18-Undetermined 19-Other
Urgency Factor: A B C D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

NO END TREATMENT (FS)		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Shape:</b> Good condition. Minor isolated distortions in top half. Minor flattening of invert. Horizontal diameter not greater than 10% of design. <b>Seams and Joints:</b> Tight, no openings. Minor cracking at bolt holes. <b>Material:</b> Superficial rust, minor pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 14-Invert Repair (Paving/Armoring) 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Shape:</b> Significant distortion at isolated locations in top half. Significant flattening of invert. Some kinks present. Horizontal diameter greater than 15% of design. <b>Seams and Joints:</b> Significant cracking at bolt holes. Partial separation at seams. Infiltration of backfill through seams and joints. <b>Material:</b> Scattered heavy rusting and deep pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage. Flooding of roadway and/or adjacent properties. <b>Shape:</b> Major distortions throughout length of pipe. Major kinks and deflections. Flattening of crown and/or invert. Horizontal diameter greater than 20% of design. <b>Seams and Joints:</b> Major cracking at bolt holes. Deflections of seams. Open joints. Infiltration of backfill. <b>Material:</b> Extreme rusting, deep pitting, perforations present.	1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 17-Replace Culvert Barrel 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage. <b>Shape:</b> Partially collapsed or complete collapse of crown. <b>Seams and Joints:</b> Failed <b>Material:</b> Extensive rust and perforations.	1-Debris Removal 3-Flush Sediment 16-Replace a Section 17-Replace Culvert Barrel 18-Undetermined 19-Other
Urgency Factor: A B C D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

NO END TREATMENT (FA)		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Shape:</b> Good condition. Minor isolated distortions in top half. Minor flattening of invert. Horizontal diameter not greater than 10% of design. <b>Seams and Joints:</b> Tight, no openings. Minor cracking at bolt holes. <b>Material:</b> Superficial corrosion, minor pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 14-Invert Repair (Paving/Armoring) 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Shape:</b> Significant distortion at isolated locations in top half. Significant flattening of invert. Some kinks present. Horizontal diameter greater than 15% of design. <b>Seams and Joints:</b> Significant cracking at bolt holes. Partial separation at seams. Infiltration of backfill through seams and joints. <b>Material:</b> Scattered heavy corrosion, deep pitting.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage. Flooding of roadway and/or adjacent properties. <b>Shape:</b> Major distortions throughout length of pipe. Major kinks and deflections. Flattening of crown and/or invert. Horizontal diameter greater than 20% of design. <b>Seams and Joints:</b> Major cracking at bolt holes. Deflections of seams. Open joints. Infiltration of backfill. <b>Material:</b> Extreme corrosion, deep pitting, perforations present.	1-Debris Removal 3-Flush Sediment 12-Joint Sealing 14-Invert Repair (Paving/Armoring) 15-Culvert Barrel Lining 16-Replace a Section Barrel 17-Replace Culvert 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage. <b>Shape:</b> Partially collapsed or complete collapse of crown. <b>Seams and Joints:</b> Failed <b>Material:</b> Extensive corrosion and perforations.	17-Replace Culvert 18-Undetermined 19-Other
Urgency Factor: A   B   C   D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

HEADWALL		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Streambed:</b> Minor debris and sediment. <b>Material:</b> Minor spalling and cracking. Minor spalling of invert.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, less than 50% blockage. <b>Streambed:</b> Channel alignment has changed. Significant debris in streambed. <b>Material:</b> Significant spalling with some exposed reinforcing steel.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 4-Channel Stabilization 13-Concrete Repair (Patch Spalls/Slabbing) 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage, flooding of roadway and/or adjacent properties. <b>Streambed:</b> Channel alignment causing scour holes, bank erosion, and is threatening structure. Debris in streambed is causing flooding and/or diversion of water. <b>Material:</b> Major spalling and/or slabbing. Major corrosion of reinforcing steel. Slightly miss-aligned joint with culvert.	1-Debris Removal 3-Flush Sediment 4-Channel Stabilization 12-Joint Sealing 13-Concrete Repair (Patch Spalls/Slabbing) 17-Replace Culvert 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage, flooding of roadway and/or adjacent properties. <b>Streambed:</b> Structure weakened by poor alignment of channel, bank erosion, or severe scour. <b>Material:</b> Headwall has failed, is endanger of tipping over, and/or separation from culvert barrel.	1-Debris Removal 3-Flush Sediment 4-Channel Stabilization 17-Replace Headwall 18-Undetermined 19-Other
Urgency Factor: A   B   C   D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		



FLARED END SECTION		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Streambed:</b> Minor debris and sediment. <b>Material:</b> Superficial rust, minor pitting.	0-Do Nothing 1-Debris Removal 18-Undetermined 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Streambed:</b> Channel alignment has changed. Significant debris in streambed. <b>Material:</b> Scattered heavy rusting and deep pitting.	0-Do Nothing 1-Debris Removal 4-Channel Stabilization 18-Undetermined 19-Other
3	<b>Waterway Adequacy:</b> Between 50% and 75% blockage, flooding of roadway and/or adjacent properties. <b>Streambed:</b> Channel alignment causing scour holes, bank erosion, and is threatening structure. Debris in streambed is causing flooding and/or diversion of water. <b>Material:</b> Extreme rusting, deep pitting, perforations present. Joint separation from culvert.	1-Debris Removal 4-Channel Stabilization 17-Replace Flared End Section 18-Undetermined 19-Other
4	<b>Waterway Adequacy:</b> Over 75% blockage, flooding of roadway and/or adjacent properties. <b>Streambed:</b> Structure weakened by poor alignment of channel, bank erosion, or severe scour. <b>Material:</b> Extensive perforations present. Flared end section completely separated from culvert.	1-Debris Removal 4-Channel Stabilization 17-Replace Flared End Section 18-Undetermined 19-Other
Urgency Factor: A   B   C   D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

DRAINAGE INLET		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Waterway Adequacy:</b> Minor debris and sediment, less than 25% blockage. <b>Material:</b> Superficial rust, minor pitting of grate.	0-Do Nothing 1-Debris Removal 3-Flush Sediment 19-Other
2	<b>Waterway Adequacy:</b> Significant debris and sediment, between 25% and 50% blockage. <b>Material:</b> Scattered heavy rusting and deep pitting.	0-Do Nothing 1-Debris Removal 3-Fush Sediment 19-Other
3	<b>Waterway Adequacy:</b> More than 50% blockage, flooding of roadway and/or adjacent properties. <b>Material:</b> Grate deformed. Concrete chipped or spalled. Ladder missing.	1-Debris Removal 3-Flush Sediment 17-Replace Grate 19-Other
4	<b>Waterway Adequacy:</b> Complete blockage, flooding of roadway and/or adjacent properties. <b>Material:</b> Grate unusable or usable missing. Reinforcing steel exposed. Inlet collapsed.	1-Debris Removal 3-Flush Sediment 16-Replace Grate or Inlet 19-Other
<p>Urgency Factor: A B C D (circle one)</p> <p>To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/></p> <p>Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/></p>		

SCOUR/EMBANKMENT		
Condition	Description	Feasible Actions
0	No Deficiencies Found	0-Do Nothing
1	<b>Scour:</b> Minor bed scour present. <b>Embankment:</b> Minor erosion of embankment. <b>Piping:</b> No piping present.	0-Do Nothing
2	<b>Scour:</b> Significant undermining of end treatment, culvert barrel, or footing due to scour. <b>Embankment:</b> Significant slope gullyng. Backfill behind wingwalls or headwalls displaced. <b>Piping:</b> Some evidence of piping.	4-Channel Stabilization 5-Scour Hole Repair 6-Embankment Stabilization 11-Inspect Roadway 18-Other
3	<b>Scour:</b> End treatment, culvert barrel, or footing has been, cracked, displaced or settled due to bank erosion or scour. <b>Embankment:</b> Major erosion of slope, guardrail displaced/settled, posts loosened/separated from soil. Wingwalls or headwalls tipping. <b>Piping:</b> Piping has caused significant erosion of embankment.	4-Channel Stabilization 5-Scour Hole Repair 6-Embankment Stabilization 11-Inspect Roadway Fill 18-Other
4	<b>Scour:</b> End treatment, culvert barrel, or footing weakened and endanger of immediate collapse. <b>Embankment:</b> Guardrail, wingwalls, headwalls, or roadway weakened and endanger of immediate failure. <b>Piping:</b> Piping has caused weakening of structure, embankment, or roadway.	4-Channel Stabilization 5-Scour Hole Repair 6-Embankment Stabilization 11-Inspect Roadway 18-Other
Urgency Factor: A   B   C   D (circle one) To be Completed by: Maintenance Crew <input type="checkbox"/> Contract <input type="checkbox"/> Contract Funding Source: Minor A <input type="checkbox"/> Minor B <input type="checkbox"/> SHOPP <input type="checkbox"/>		

ROADWAY		
Condition	Description	Feasible Actions
0	No deficiencies found.	0-Do Nothing
1	Pavement cracks over culvert.	0-Do Nothing
2	Dips/sags in pavement or guardrail over culvert. Longitudinal separation, differential displacement of PCC slabs. Pavement patches or evidence that the roadway has been built-up.	6-Embankment Stabilization 11-Inspect Roadway Fill 18-Other
3	Considerable settlement or misalignment of pavement/PCC slabs.	6-Embankment Stabilization 11-Inspect Roadway Fill 18-Other
4	Settlement of roadway has caused an deteriorating ride quality.	6-Embankment Stabilization 11-Inspect Roadway Fill 18-Other
<p>Urgency Factor: A   B   C   D (circle one)</p> <p>To be Completed by: Maintenance Crew <input type="checkbox"/>   Contract <input type="checkbox"/></p> <p>Contract Funding Source: Minor A <input type="checkbox"/>   Minor B <input type="checkbox"/>   SHOPP <input type="checkbox"/></p>		